Amendments to the Specification:

Please amend the specification as follows:

Page 1: After the title, insert:

This is a 371 national phase application of PCT/JP2004/011184 filed 26 July 2004, claiming priority to Japanese Patent Application No. 2003-203740 filed 30 July 2003, the contents of which are incorporated herein by reference.

Line 4: Change the heading "Technical Field" to -- FIELD OF THE INVENTION--.

Line 8: Change the heading "Background Art" to --BACKGROUND OF THE INVENTION--.

Line 16: Change "Disclosure of Invention" to --SUMMARY OF THE INVENTION--.

Page 5:: Replace the first paragraph with the following amended paragraph:

The vehicle of the invention may further includes an angular acceleration measurement module that measures an angular acceleration of the drive shaft, and the controller may drive and control the motor to restrict the torque output to the drive shaft with a torque restriction value, which is set corresponding to a peak value of the measured angular acceleration in response to detection of a slip by the slip detection ~~control~~ module, and sets the initial torque based on the torque restriction value.

Page 8, line 8: Replace 'Best Mode for Carrying Out the Invention" with -- DETAILED DESCRIPTION--.

Page 24, line 10 to page 26, line 4: Replace this paragraph with the following amended paragraph:

The following describes the road surface condition varying-state torque restriction cancellation process of Fig. 11 in response to estimation of a variation in road surface condition. The road surface condition varying-state restriction cancellation routine of Fig. 11 first checks the value of a torque restriction cancellation flag Fb (step S250). When the torque restriction cancellation flag Fb is equal to 0, the routine determines that the current cycle is a first cycle. The routine accordingly sets the value '1' to the torque restriction cancellation flag Fb and adds a predetermined value β to the torque upper limit Tmax corresponding to the peak value αpeak of the angular acceleration set at step S144 in the slip occurrence time processing routine of Fig. 5 to newly set the torque upper limit Tmax as the allowable upper limit of torque output from the motor 22 to start cancellation of the torque restriction (steps S252 and S254). Here the predetermined value β is experimentally determined to prevent the flow of excessive current through the motor 22 caused by a decrease in input voltage of the inverter circuit 24, which is accompanied with a delayed voltage increase by the DC/DC converter circuit 25 to start cancellation of the torque restriction. The predetermined value β may be set, for example, in a range of 30 to 70 Nm (set equal to 50 Nm in this embodiment). After newly setting the torque upper limit Tmax, the routine restricts the motor torque Tm* set at step S102 in the drive control routine of Fig. 2 with the torque upper limit Tmax and thereby sets the initial torque for starting cancellation of the torque restriction (steps S256 and S258), before being terminated. A variation in road surface condition to increase the frictional coefficient on the road surface during a slip converges the slip in a relatively short time. The time integral αint of the angular acceleration α thus takes a small value. This decreases the torque restriction value δ set proportionally to the time integral αint of the angular acceleration α and sets a large value to the torque upper limit Tmax in the ordinary-state torque restriction cancellation process of Fig. 9. A relatively large value is accordingly set to the motor torque Tm* to be output from the motor 22. There is a possibility that the flow of excessive current is supplied to the motor 22 due to a delayed voltage increase by the DC/DC converter

circuit 25. In the case of a variation in road surface condition during a slip, the road surface condition varying-state torque restriction cancellation process of Fig. 11 is executed, in place of the ordinary-state torque restriction cancellation process of Fig. 9, in order to prevent the potential supply of excessive current to the motor 22.